Summary of 2020 Supporting Recommendations
Breakdown by Stakeholder Session

Session 1: Green Buildings	**Draft Report Page Reference**
• Once green building guidelines are established by the State, the State will seek appropriate statutory authorization to incorporate such guidelines during its periodic building codes and standards revision process, thus requiring adherence to the State's green building guidelines for all new construction.	Main report, pp. 35-36
• Use tax policies and other financial incentives to encourage green building.	Main report, pg. 36
• Explore providing New Jersey municipalities with greater flexibility to establish local "green" standards by working with the Legislature and municipalities to develop new statutory authority.	Main report, pg. 36
Session 2: Industry, EGUs, Waste and Water	**Draft Report Page Reference**
Industry	
• Within 6 months, the State will lay out an approach and schedule for regulatory actions (i.e. performance standards, cap-and-trade, mandatory planning) to address GHG emissions reductions in the industrial sector using, to the greatest extent possible, existing authorities.	Main report, pg. 35
EGUs	
• Establish 2 sets of standards for fossil fuel electric generating units (EGUs): 1) state of the art (SOTA) efficiency standards for new generation to allow NJEDA to use RGGI revenue to fund new efficient EGUs; and 2) minimum CO_2 emissions performance standards that would apply to all fossil fuel fired EGUs, including coal, oil and gas, and would be based on the efficient combustion of natural gas.	Main report, pp. 34-35
Waste	
• By 2009, NJDEP will propose amendments to its landfill closure regulations to require installation of flares and/or energy recovery systems at landfills where gas	Main report, pg. 39

continues to be generated, and such a system is feasible. In the interim, NJDEP will encourage landfill owners to complete feasibility assessments, and implement capture mechanisms where feasible.	
• Achieve the statutorily-required 50% Municipal Solid Waste (MSW) recycling goal and exceed the goal to achieve a 70% MSW recycling rate by 2020, with an ultimate goal of zero waste production by 2050. To achieve its ambitious zero waste goal, all products and packaging entering New Jersey's MSW stream must either be fully biodegradable, refillable or reusable a minimum number of times, and then, recyclable in an economically sustainable manner. This would be accomplished by using funds from the Recycling Enhancement Act to target recycling materials (plastics, metals, aluminum, and organics) in the waste stream that can achieve maximum GHG reductions. Beyond addressing traditional MSW issues, the State will begin to determine how to more sustainably deal with other waste products through demonstration projects such as: • Expand the practice of using anaerobic digester gases generated at POTWs for energy generation; • Promote environmentally positive demonstration project to convert MSW to useable fuels; and • Develop guidance and support for waste grease conversion to liquid fuel.	Main report, pp. 37-39
• Provide favorable financing, through The New Jersey Environmental Infrastructure Trust (EIT) Financing Program, to local government units (such as municipal utilities authorities) to install energy efficiency and/or GHG reduction measures at Publicly Owned Treatment Works (POTWs).	Main report, pg. 37
Water	
• Work with the Legislature to expand existing home water-related infrastructure retrofit requirements (i.e. retrofitting all properties with water efficient fixtures and appliances) to aid in bringing older homes up to date with current technology.	Main report, pg. 36
Session 3: Terrestrial Sequestration and Agriculture	**Draft Report Page Reference**

Terrestrial Sequestration	
• Continue to preserve, expand and restore New Jersey's green infrastructure by reauthorizing the Garden State Preservation Trust, as well as preserving and expanding New Jersey existing green infrastructure network by assisting local and regional entities through incentives, technical support, and project coordination and facilitation.	Main report, pp. 40-42
• Adopt amendments to the New Jersey Forest Stewardship legislation to ensure private forestlands remain under forest cover according to sustainable forestry practices.	Main report, pg. 43
• Require any State-funded projects to comply with the no net loss goal of forested area and tree replacement provisions of the “No Net Loss Act" now required for State entities such as a department, agency or office of State government.	Main report, pg. 43
• Establish on-site tree preservation percentage requirements for new development consistent with tree canopy target recommendations of American Forests	Main report, pg. 44
• Explore the development of a GIS-based registry of tax parcels linked to deed restrictions for use as a planning tool for identifying potential areas of afforestation, as well as vetting specific properties as appropriate for afforestation and not in conflict with other limitations.	Main report, pg. 42-43
Agriculture	
• Develop Agricultural Management Practices to address energy efficiency, renewable energy, and siting of greenhouses.	Main report, pg. 45

• Implement farming practice recommendations to reduce GHG emissions, such as:
  • Require, where practical, minimum tillage/no tillage farming;
  • For conventional tillage methods, ensure farmers plant cover crops during the winter;
  • Harmonizing the Farm Bill and New Jersey statewide GHG limits;
  • Provide demonstration and education programs for farmers on, and encourage the use of, methane abatement processes from livestock waste and techniques for managing nutrients back to the farmlands from livestock
	Main report, pp. 47-48

waste; and • Investigate the feasibility of encouraging farmers to utilize certain fertilizer application methods which reduce the release of nitrous oxide.	
Session 4: Transportation ~ Vehicles, Fuels and Infrastructure	**Draft Report Page Reference**
Vehicles	
• Implement a series of measures designed to "green" the State owned fleet in order reduce the State fleet's petroleum consumption and GHG emissions 25 percent by 2020	Appendix 5, pg. 112
• Implement policies to promote the use of Zero Emission Vehicle (ZEV), such as: • Work with State legislature to expand the ZEV sales tax exemption; • Assess the feasibility and GHG impacts of changes to the uniform building code to require provisions for vehicle charging stations (both residential and at other parking areas); and • Develop a plan for statutory and regulatory actions to incentivize infrastructure for alternative fuels.	Appendix 5, pg. 113
• Implement truck anti-idling policies, including: 1) increased enforcement, and 2) encouraging the expanded use of anti-idling strategies, such as auxiliary power and truck stop electrification.	Appendix 5, pp. 125-126
Fuels	
• Develop an approach for implementing a regional Low Carbon Fuel Standard (LCFS).	Appendix 5, pg. 112
Infrastructure	
• Implemented an aggressive "ecodriving" campaign aimed at improving vehicle operation and driving habits, which have been suggested could contribute a significant component of the mobile source GHG emissions.	Appendix 5, pg. 116
• Implement various demonstration projects that will give the State the opportunity to determine the feasibility and acceptability of various transportation-related	Appendix 5, pp. 118-121

structural changes, before committing State resources, while providing an opportunity for the NJBPU to assess the expected infiltration of alternatively-fueled vehicles to the overall fleet, and the implication of that growing percentage on non-liquid fuel and electricity needs of the State. This demonstration projects include: • A proposed "Clean and Green Corridor" program of policies and projects to facilitate meeting the GWRA's goal of reducing GHGs. • A program to demonstrate plug-in hybrid and/or dedicated electric vehicle capability for residential uses. • Demonstrations of various infrastructure needs to support alternative transportation fuels for fleet use. • A number of activities, such as the use of ZEVs/hybrid vehicles as station cars at pilot transit stations; expanded parking with battery recharge capability at various locations; and the use of alternative fueled or hybrid buses, along several New Jersey corridors to reduce GHGs and help move the State toward its 2020 GWRA goal • A "Cities in Green" project, to facilitate "green vehicle" infrastructure.	
• Maintain existing mass transit infrastructure and expand system capacity	Appendix 5, pp. 114-115
• Expand the use of Emergency Service Patrols in high-traffic corridors for the purpose of incident management, which has been shown to reduce non-recurring congestion.	Appendix 5, pp. 121-122
• Expand the use of signal synchronization/optimization, an application that coordinates the timing of traffic signals to minimize delay, reduce congestion, and improve safety along high-traffic areas. The NJDOT will also work with New Jersey Transit to give buses priority treatment in congested corridors to improve bus operations.	Appendix 5, pg. 122
• Assess the feasibility of implementing a value pricing strategy called high occupancy toll lanes to maximize the efficiency of underutilized high-occupancy vehicle lanes (i.e., a lane reserved for people who share the ride in buses,	Appendix 5, pg. 122

vanpools, or carpools).	
• Explore fuel efficient vehicle incentive programs designed to encourage the use of low-carbon, more fuel efficient vehicles, such as fees and rebates proportional to GHG emissions (i.e., feebates), modifications to existing tolls and/or other mechanisms, and revisions to existing fees/surcharges, such as the State's existing surcharge on new Luxury and fuel inefficient vehicles, and/or other mechanisms.	Appendix 5, pp. 122-123
• Expand bus rapid transit routes.	Appendix 5, pg. 123
• Enhance commuter options and "green" commuting programs.	Appendix 5, pp. 123-125
• Investigate feasibility of using increased waterborne commerce (i.e., short sea shipping) as an alternative to truck and rail movements for some freight movements.	Appendix 5, pg. 127
• Investigate opportunities for rail shuttle operations, which would use short-line railroads to move freight from Port Newark/Port Elizabeth to inland freight centers, where they could be processed through value-added operations, resorted, and sent out via truck or long-haul rail.	Appendix 5, pp. 127-128
Session 5: Land Use and Transportation Planning	**Draft Report Page Reference**
Land Use	
• Implement a complete streets policy to guide sound planning, engineering, operating and maintenance practices for all roadway projects by all transportation agencies in New Jersey.	Appendix 5, pp. 116-117
• Provide planning assistance to local government to review new corridors for integrating transportation and land use planning, as well as continue in transit oriented development.	Appendix 5, pp. 117-118
• NJ Transit will seek to partner with at least five communities each year along it's existing bus and rail system where its has a station, terminal or major bus stop, to expand Transit Oriented Development (TOD) planning, land use regulatory	Appendix 5, pg. 125

actions and implementation.	
Transportation Planning	
• Develop a method for analyzing the carbon footprint impact of transportation capital programs using a lifecycle assessment.	Appendix 5, pg. 116
• Explore more fully over the next 18 months the feasibility of usage based auto insurance, also known as Pay-As-You-Drive (PAYD) insurance. PAYD insurance is an innovative insurance product that provides incentives to consumers to adopt safer and more environmentally responsible driving behaviors.	Appendix 5, pg. 123
• Analyze the feasibility of implementing pricing mechanisms and their effectiveness at reducing GHG emissions	Appendix 5, pg. 123
• Evaluate revisions to the State Highway Access Management Code that would promote smart growth, including, but not limited to: creating a new "Main Street" classification, permitting developers to take advantage of a "multimodal transit credit" where appropriate, simplifying the process for creating and maintaining Access Management Plans, and revising the Desired Typical Sections.	Appendix 5, pg. 125
Session 6: Non-CO_2 Highly Warming Gases	**Draft Report Page Reference**
• Develop and implement recommendations to address the other highly warming gases by 1) monitoring the development of California's actions; 2) acquiring better information on quantities of sulfur hexafluoride (SF_6) released in New Jersey from the electric generation sector, in order to determine the appropriate measures necessary to minimize or eliminate such releases; and 3) considering the following additional implementation actions: • Broaden scope of building codes to address such gases**;** • Add high GWP gas requirements for HVAC contractors**;** • Institute a Leak Detection and Repair program for such gases from commercial and industrial refrigeration equipment; and • Reduce HFC emissions from motor vehicle air conditioning systems.	Main report, pp. 39-40

Other:	Draft Report Page Reference
• Establish a New Jersey-based GHG voluntary offset brokerage (the Garden State Climate Fund) that would identify and facilitate the development of GHG emissions reduction and/or sequestration projects in New Jersey that could be utilized by entities and individuals to achieve voluntary GHG reduction goals.	Main report, pp. 44-45